GOVERNMENT OF INDIA
URBAN DEVELOPMENT AND POVERTY ALLEVATION
LOK SABHA

UNSTARRED QUESTION NO:2388
ANSWERED ON:04.12.2001
CONSTRUCTION OF METRO RAIL
DR. KIRIT SOMAIYA

Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVATION be pleased to state:

(a) whether the Archaeological Survey of India has raised some objections for construction of underground metro rail near Jantar Mantar, Parliament House and Central Secretariat;

(b) if so, the details thereof; and

(c) the steps taken by the DMRC in this regard?

Answer

MINISTER OF STATE FOR URBAN DEVELOPMENT & POVERTY ALLEVIATION (SHRI BANDARU DATTATREYA)

(a): Archaeological Survey of India had raised objection to the constructionof underground metro rail corridor near Jantar Mantar monument but not near Parliament House or Central Secretariat.

(b): As the underground corridor is to pass nearby the Jantar Mantar monument, it was apprehended by the Archaeological Survey of India that vibrations caused due to its construction and later during the operation of metro services on the Corridor may have an adverse effect on the safety of this monument.

(c):
(i) Alignment of underground metro corridor which was to be at a distance of 8.5 m from the Jantar Mantar monument has been shifted and now it will be at a distance of 22.5 m from it.

(ii) National Physical Laboratory, New Delhi was commissioned toconduct studies regarding the effect of vibrations on the Jantar Mantar moonument caused due to construction of the underground corridor and later operation of metro services on it. Results of the studies have confirmed that the safety of the monument will not be adversely affected in either of these two situations.

(iii) Adequate measures like grouting of soil to increase its strength have been incorporated in the construction plan for this corridor.

(iv) To reduce the level of vibrations during the construction of the underground corridor, it is proposed to use sophisticated tunnel boring machines.

(v) To further reduce the vibration level, elastic track fittings with resilient rubber pads under the rail seat have been incorporated in the track design.

(vi) State-of-the-art rolling stock which generates minimal level of vibrations is being procured for metro train services.